

The Standard.

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HALF A MILLION IN FRANCE.

At last Secretary Baker has cleared the atmosphere and given us a better view of the troops in France.

For months there has been guessing as to the number of Americans that have crossed the ocean, and the figures have ranged from 200,000 to 750,000. The secretary of war declares more than 500,000 troops have been dispatched to France. He declines to state how many more than half a million have gone forward, but our further guess is that not more than 50,000.

Soldiers are crossing the Atlantic at a rapid rate. As the cantonments are receiving new men at the rate of 150,000 a month, it is fair to presume that our troops leaving approximate that number. By the end of the summer, one million soldiers should be on the other side.

This presupposes that the submarine losses will be kept down and ship construction proceed at a constantly increasing output.

So far the American navy, which is intrusted with the conveying of the transports, has made an excellent showing. The one disaster has been to a ship manned by a British crew and guarded by British warships.

Secretary Baker announces there is no shortage of light and heavy types of machine guns, the factories working on the Browning guns having met the expectations of the war department.

The secretary would not state whether any of the Browning guns had been sent to France, but a well-informed Ogden man says the rifle-shotgun, with which the American troops east of Amiens are reported to be spraying the Germans when attacking at close range, is the Browning shoulder gun, which looks like a shotgun.

BOXCAR ROBBERIES IN UTAH.

When the boxcar robberies of last fall resulted in the rounding up of a gang in Ogden that had been stealing from the railroad companies, officials of the road thought they had cleaned up the last of the daring raiders in this region, but in Salt Lake yesterday the federal officials arrested four men as part of a larger gang which completely outclasses the Ogden seal-breakers in the amount of property stolen from the railroads.

When the boxcar robberies were taking place in Ogden, a venturesome switchman was interrupted in the local yards while breaking into a car of liquor containing case goods. Not to be denied a case of "Sunnybrook," the yardman boarded the train which was pulling out for the west and at Promontory Point, the first stop, threw off a box of bottled goods, but was caught by the train crew. This illustrates the degree of risk assumed by the boxcar robbers in the obtaining of plunder.

Notwithstanding the disclosures in Ogden, the thieves continued to work in the Salt Lake yards and along the main lines of the Denver & Rio Grande and the Western Pacific. They have been caught, as could have been predicted with a degree of assurance months ago, as the boldness with which they operated made capture certain.

The way of the transgressor is hard, and of all hard ways none is less inviting than that of a workman in forsaking honest effort and trusting to dishonest methods by which to get by in this world.

AMERICAN ENGINEER IN FRANCE.

On Monday a call was issued for three locomotive engineers to be drawn from Ogden for service in France. This reminds us that the American railroad men are doing a tremendous work in the war region. One correspondent says our men are virtually building a four-track railroad across France, but an authority who has been on the ground quotes one of the engineers in charge as saying:

"What we are really doing is putting in trackage in vital places, building terminals and railroad yards—some bigger than any in the world in area if not in rail—and the rails laid will equal a four-track trunk line from the sea coast to the front. We are concentrating on yards and terminals because the French railroads are good, capable of bearing all the traffic, but the lack of facilities for handling and storing the tonnage we require is critical. I would advise you to go and see the yards we have already built, the warehouses and terminals, the sidings we have put in, the loops and the general trackage improvements.

"We are using four railroads in our operations, and in some parts, and especially in our new yards, the engineers and crews are Americans. The time has not yet arrived for it, but very soon our plans will call for the complete reorganization of the methods of operation of freight on these four lines across the country. Once we have the warehouse and terminal facilities, we will have to speed up the dispatch and general time table of the roads.

"The American system would give us many times the service out of our rolling stock, and we hope to be able to arrange it as thoroughly and smoothly as it is known in America."

Here is a remarkable announcement from the same source:

"Of course, you know that we are keeping cost records of all this work, and when the war is over we will settle our bills and credits with the French government, and this work will be taken over at a peace-time valuation. France will have ports and railroads and warehouses to help her in her commercial rebirth that is to come; she will be better able to compete for trade, and these improvements should help in her resurrection."

France is certain to profit by the presence of the American engineers. When the war is over, France will have the benefit of the experience of the brightest railroad men this country has produced, and railroading as practiced in the United States will become a part of the French lines.

BERKELEY WOMEN FORM A LEAGUE

BERKELEY, Cal., May 9.—An organization composed of women to be known as the League for the Protection of American Prisoners in Germany recently was formed here. The following pledge has been sent out to be signed by the women of the state:

"I do hereby pledge myself to refrain from buying German-made articles after the war if any American prisoners of war receive other than humane treatment at the hands of Germany."

The plan of procedure is explained as follows: "Our league believes that a movement of this character among the women of America will impress upon the rulers and the people of Germany the enduring and effective resentment that will avenge any barbarities inflicted upon American soldiers, and will add untold weight to any international agreement between the United States and the enemy. Official contracts with Germany may in the future as in the past be mere scraps of paper, but the official covenant of American women for two generations will be written in the heart."

"Our verdict will not depend on anything but the officially acknowledged word of men released from prison camps."

JURY REPORTED INSANE Judge—"What is the verdict of the jury?"

Foreman—"Your honor, the jury are all of one mind—temporarily insane."—Everybody's Magazine.

WAGE INCREASES ARE PROPOSED

Railroad Wage Commission Recommends Increases for All Drawing Less Than \$250 a Month.

WASHINGTON, May 9.—After recommending wage increases of \$300,000 annually for all railway employees whose wages were less than \$250 a month in December, 1915, the railroad wage commission made several far-reaching suggestions on the problem of railroad labor which attracted the attention today of Director-General McAdoo.

Mr. McAdoo is expected to announce his decision on the recommendations in about ten days. There are indications that he will not accept them in their entirety. Some union officials already have expressed dissatisfaction with the amounts recommended for the men of their organizations, the increases ranging from 43 per cent downward to 4.6 per cent, the highest paid men receiving the lowest increases and the average being 15.021 per cent advance over the 1917 payroll.

Perhaps the provision of the recommendations likely to encounter most strenuous objection is the one that all wage increases allowed by the roads in 1916 and 1917 shall be deducted from the amounts now to be given. The commission declared that its conclusions were based on the principle that the men were entitled to recompense for the increased cost of living and in basing its recommendations on the payroll of December, 1915, in comparison with present prices of necessities, decided it would be unfair to allow certain employees who already had received wage advances to benefit twice. The commission declared in its report that reductions in hours are not to be regarded as increases in pay, a stand frankly at variance with high railroad officials who during the hearings asserted that the Adamson eight-hour law was in effect an increase in pay, because the overtime resulting was inevitable and amounted to many millions of dollars in money.

Requests for an eight-hour day for all railroad employees and for time and a half for overtime were not acted on by the commission.

"At the outset of the hearings," the report says, "it was manifest that the matter of hours of service is lodged deep in labor's mind. It would be a splendid achievement if we could at this time crystallize the experience of the world into a conclusion concerning the length of the work day that would be of universal application."

Not Time to Experiment.

"But this is not the time, in the judgment of the commission, to make experiments which might lessen the output of that commodity which railroad men produce—tons of freight hauled, and numbers of passengers carried. The one thing now imperative is volume, and speed in railroad output."

"But with this we earnestly urge that a most exhaustive study be made of this matter of hours of service, not with a view to the adoption of some arbitrary and universal policy which shall have no regard to the kind of work done, or the effect upon the railroad service, but with these very considerations in mind."

Overtime Service.

"With the matter of overtime as with hours of service the commission believes that the existing rules and conditions of payment should not be disturbed during the period of the war."

"Since the war, women have entered the shops, have engaged in handling freight and baggage, and have even been employed upon the tracks. Much of this work requires a physical effort beyond the strength of women and some of it is carried on under conditions menacing to health, safety and morals. As the war takes an increasing number of men, women must to some degree take the places of men. They should be cared for. Their burden should not be such as to hazard their health. Their hours should be reasonably short. Their working conditions should be healthful and fitted to their needs. And their pay, when they do the full work of men, should be the same as that of men."

"The investigation of the commission disclosed many inequalities of pay in the same branch of service. In every case where the same service is rendered, there should be the same pay without regard to sex or race."

FAMOUS TREASURE HOUSE IS LOOTED

PETROGRAD, April 10.—(Correspondence of the Associated Press.)—The famous patriarchal treasure house in the Kremlin at Moscow has been looted.

The treasure house is the repository of many sacred treasures, including the reputed shroud of Christ, a robe alleged to have been worn by the Virgin Mary, one of the nails from the cross and a painting said to have been done by St. Luke. Its jewels and precious stones were said to be worth nearly \$10,000,000.

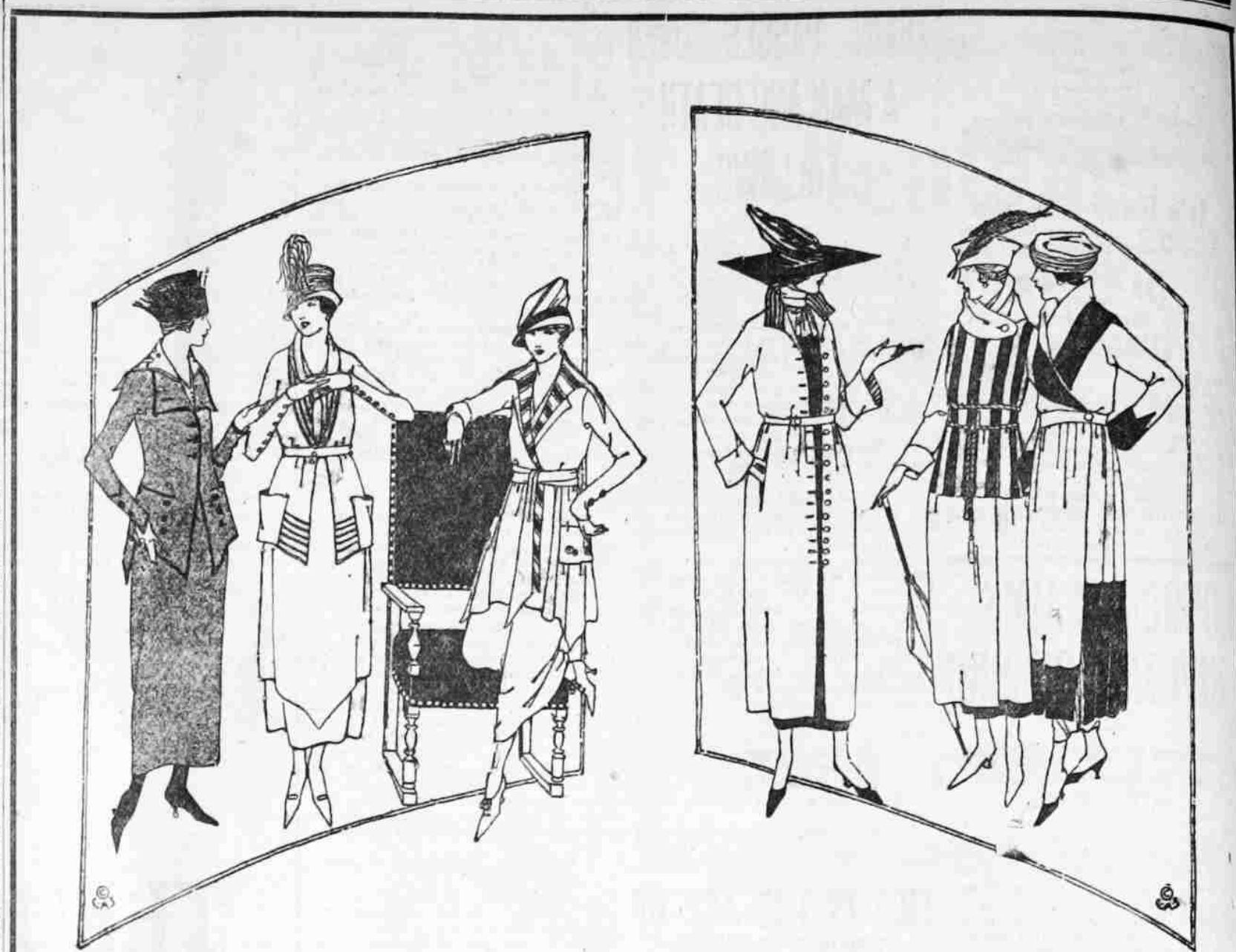
HITCHCOCK TAKES PLACE OF STONE

WASHINGTON, May 9.—Senator Hitchcock of Nebraska was named chairman today of the senate foreign relations committee. Mr. Hitchcock, who was senior Democratic member of the committee, succeeds the late Senator Stone in the recent rearrangement of Democratic assignments caused by recent deaths of several senators.

Senator Robinson of Arkansas, was named on the foreign relations committee to fill the vacancy caused by Senator Stone's death.

The steering committee decided to increase the senate military committee by two members because of its importance during the war and named Senator Smith of Georgia as a member. Senator Knox of Pennsylvania probably will become the new Republican member.

Among other committee changes



A Sale of Distinction

Those Suits, Coats and Dresses

coming straight from the manufacturer, and a noted one—show many advance notes of Fall fashions. There are just 300 in the lot. Don't class them with the usual Suit, Coat and Dress—at a lessened price. They are so much better than that. Fine of line, in such good plain tailored effects—that they resemble the product of a custom tailor.

Burts'

was the election of Senator Lewis of Illinois, to a vacancy on the finance committee.

THEY'LL SWING

Anyway, the enemy spies in the United States need not think they are really popular. The people really want them hanged and in time will see that they are.

HOME OF COUNTESS NOW WAR HOSPITAL



The Countess of Pembroke.

Lady Pembroke, who has been conspicuous throughout the war for her readiness to help any good cause, has recently arranged her home, Wilton House, near Salisbury, as a hospital. Lady Pembroke is the wife of the fifteenth Earl of Pembroke, to whom she was married in 1904. She is the daughter of the late Lord Alexander Victor Paget and sister of the Marquess of Anglesey.

NAVAL AVIATORS FALL INTO SEA

Rescued by Coast Steamship in State of Exhaustion Off Miami, Florida.

AN ATLANTIC PORT, May 9.—Their hydro-airplane adrift at sea and in danger of sinking from a leaking pontoon, Ensign Arthur Laverents, naval aviator, and C. C. Cotton, observer, were rescued by a coastwise steamship 35 miles off Miami, Fla., Monday afternoon and brought here today on the steamship. The men had been floating on the plane 15 hours without food or water after an engine breakdown.

Sharks Add to Peril. They were forced to drop to the surface of the sea. Sharks added to their peril.

The captain of the rescuing steamship said that a heavy squall was coming up when the aircraft in distress was sighted and high seas had begun to break over it. The pair were nearly exhausted although they remarked to quarantine officials on their arrival today that "all the damage we suffered was to our dispositions."

The hydro-airplane, which weighs 2200 pounds, was hauled aboard the steamship and brought here with the aviators.

AN ATLANTIC PORT, May 9.—Two naval aviators in a state of exhaustion, after remaining afloat with their damaged hydro-airplane five miles off Miami, Fla., were rescued by a coast steamship which brought them here today.

The aviators had fallen into the sea with their plane when its mechanism went wrong and told the captain of the steamship when picked up that they could not have held on to the craft much longer.

The rescuing ship took the naval aircraft aboard. It was put ashore at the quarantine station here, the two pilots also coming ashore. Their names could not be learned immediately.

IRISH STAY OUT OF FIGHT. LONDON, May 9.—The Irish Nationalists, according to the Daily News, decided officially Wednesday night, not to participate in the proceeding in parliament today. If this information is correct a substantial majority for the government, in the event of a division, would seem to be assured.

BIG JAPANESE LOAN MADE TO CHINESE

PEKING, Friday, May 3.—(By the Associated Press.)—A loan of twenty million yen, secured by Chinese telegraph revenues, has been closed with Japanese bankers and the first installment is being paid.

stallments are arriving. An additional loan of twenty million dollars, secured by the Tsinan-Shunteh railway, is reported to have been concluded.

The newspapers are full of sensational gossip concerning the Chinese-Japanese negotiations which are declared openly to be the means of Japanese domination in every sphere and the setting out of China for military and financial assistance.

THE ELEVEN UYENAS HEADLINE NEW PANTAGES BILL TODAY



These famous Japanese jugglers and acrobats are an international sensation. They are late of the Imperial Theater, Tokio.

leven of the cleverest Japanese jugglers and acrobats on the stage today are to be presented to Pantages patrons this afternoon as the headline attraction of one of the biggest vaudeville bills ever shown in Ogden, containing six features.

Japan is noted in an amusement way for the dexterity of its jugglers and the agility and deftness of its acrobats. In presenting the Uyena troupe, the Pantages management is offering the best that the Japanese have.

The second feature of this week's bill is "Camouflage," presented by James ("Fat") Thompson and company. This is said to be one of the most mirth provoking, hilarious acts in vaudeville, and has made a hit all around the circuit.

As a third big attraction, Manager Goss offers Lee Hop and company, a group of Chinese musical entertainers, who will render selections on violin, saxophone, xylophone, trombone and cornets in a style all their own. Hope Vernon is pleasing to look at and is said to be an imitative and musical delight. Silber and Duvall are two natural comedians, who keep their audience in an uproar throughout their act. The Harvey trio are expert exponents of basketball on bicycles, and their act offers some decidedly new and entertaining features. Pantages Weekly Telegram News film will complete this up to the minute bill.

Shoes For Spring

The new stock in our beautiful new store contains many splendid shoes, but none that are more distinctive than these.

We have received a small shipment of high French heel lace Oxfords, patent leather, strictly up to the minute, only a limited number of these can be secured for the entire season. The price \$6.50

Our men's English, dark tan Oxfords, the very latest shades, will certainly appeal to the well dressed man \$6.50 and \$7.00

The Walk-Over has a complete line of high-grade shoes in all styles, shades and colors for men, women and children.

Walk-Over

BOOT SHOP

A. H. ASHTON, Manager 2481 Washington

